

# THE Pacific Vehicle and Supply Co., Ltd.

## For Pleasure

WE HAVE A NEW LINE OF UP-TO-DATE

**BUGGIES**—Ball-bearing, with pneumatic tire, or Long Distance, with cushion tire.  
**SURREYS**—Canopy extension top, rubber or steel tire; cut-under or straight sill.  
**PHATCENS**—Three or two spring; rubber or steel tire, canopy or falling top.  
**TRAPS**—Single or adjustable; two or four passenger; open or canopy top.

## For Business

WE CARRY A LARGE ASSORTMENT

**BUGGIES**—Rubber or steel tire; canopy or falling top; side bar or elliptic spring.  
**RUNABOUTS**—Canopy or falling top; patent spring; Happy Thought gear.  
**BRAKES**—With or without tops; anti-horse motion; steel or rubber tires.  
**CARTS**—Single and two passenger, speeding carts.

## Also a Full Line of

Single and double **HARNESS**, buggy and hack **LAMPS**, **WHIPS**, **ROBES**, **RUGS**, **SUNSHADES**, **DUSTERS**, etc.  
**RUBBER TIRES**—We are prepared to put on new channels and rubbers, or to re-rubber old channels.

# Pacific Vehicle & Supply Company LIMITED.

DAY BLOCK.

BERETANIA STREET.

### DON'T FORGET

that when ordering **POMMERY CHAMPAGNE** you are being served with a superior article at the same cost as other champagnes, for notwithstanding **POMMERY** is sold at a higher figure per case than other wines, it is generally retailed at the same price.

Call for it and see that no others are substituted.



### Hawaiian Carriage Mfg. Co.

BUILDERS OF

### VEHICLES ISLAND USE

REPAIRING

given prompt and careful attention

### SOLE AGENTS FOR Rubber Tire Wheel Co.

The most durable Rubber-Tire made.  
 121 Queen St. Telephone 47.



Captain Wilson, Commander of the Chilean cruiser *Baquedano* which sailed away yesterday at noon for Yokohama after a very short stay in port, was for two years a sub-officer in the United States Navy aboard the frigate *Pensacola*. By special act of Congress it was at that time, back in the seventies, the rule to allow Chile to send two lieutenants to be educated and to gain experience in the United States Navy. Chile in those days had a very small navy and Uncle Sam's training was earnestly desired. The *Pensacola* is now a training ship stationed at San Francisco. Captain Wilson's father was an Englishman while his mother was a Chilean.

#### THE LONE MARINER.

Captain Adolph Frietsch, master of the American schooner *Enterprise* which was recently libeled by her crew who claimed brutality on the captain's part, is one of the most celebrated sailors in the world. This is the first time that Captain Frietsch has been in Honolulu on a coasting vessel and, indeed, he has not been long in the trade on the California coast. He is in trouble here and realizes it but he does not intend by any means to allow his trouble to get the better of him. Captain Frietsch holds two records—three in fact. The first two are the record trip from New York to Queenstown in the little schooner *Nina*, 40 feet in length, in 34 days, and the record trip from San Francisco to Honolulu in the little *Coke*, 20 feet in length, in 26 days. The third record is that he was never known to have been "fixed" by those who had a grudge against him.

Captain Frietsch told his troubles last night to an Advertiser reporter. He said:

"I am accused of striking my first officer. It is untrue. You see I have not been in the coasting trade very long and the Union sailors think that they can do whatever they please with me. A gang of Union sailors were put aboard the *Enterprise* in San Francisco. I was in a hurry to get away and didn't bother much whether they were Union men or non-Union men. By the living Jingo, though, I will never ship another Union man as long as I live, not if I have to make a specialty of sailing vessels all by myself. When I go out of Honolulu I will take non-Union men, you bet. The men who came down with me all deserted this morning, except one man and the cabin-boy."

"I tell you, the gang shipped in San Francisco with the purpose of 'fixing' me. The mate, Birkin is his name, said at sea on the way down that he was going to 'fix' me. The mate and the cook were making trouble all the time. I have no complaint to make of the rest of the crew during the trip. They kicked up their heels when they got in port, however. The mate is no mate at all. He can't even take the sun and knows absolutely nothing about navigation. He paid no attention to his duties and I even had to go aloft myself to look after the chafing gear."

"I am just going to let other captains know all about the Union men. The owner of the *Enterprise* will look after his interests you may rest assured. He is George W. Kneass, the big boat builder of San Francisco."

"There are lots of shipping firms in San Francisco who won't have anything to do with Union men and there will be a lot more who will ignore them when they know more about them. The Union claims to furnish good men but they generally furnish a lot of scoundrels. The gang that came down with me is about as tough as you could wish for. A great many of the captains are afraid to make any kick against the Union men, but I'm not afraid and I won't have anything more to do with them. This man Rasmussen, who is the representative of the Coast Seamen's Union down here, used to be first mate under me on the *Coast*. I know that he's no friend of mine but that doesn't bother me at all."

"I came down with three sailors, a mate, a cook and a boy. Two of the sailors are Mexicans. I have retained Attorney Davidson to look after my case."

#### CARNED LLEWELLYN CASE.

British Consul Hoare writes to correct a statement made by him regarding the libel case of the crew of the *Carned Llewellyn*. A reporter of the Advertiser talked with Mr. Hoare over the telephone line Thursday night about the matter and repeated the words of Mr. Hoare as they were spoken to the city editor in hopes of eliminating the usual telephone errors. Seemingly it was a failure as Mr. Hoare writes as follows:

BRITISH CONSULATE, AUGUST 31.  
 Editor Advertiser: An inaccuracy appears in your report of a telephone communication with me yesterday evening which I shall feel obliged by your correcting.

The report makes me say that "Captain Griffith told me that they (the seamen of the *Carned Llewellyn*) had come to him, and that for fourteen days out of Honolulu he had had to keep them on short rations."

The captain did not say this to me, nor did I say anything to this effect in replying to the enquiry from your office. The inaccuracy has probably occurred through indistinctness or misunderstanding of what was said through the telephone.

W. R. HOARE.

TEST OF WARSHIPS.  
 The New Orleans has gone through the supreme test of war and acquitted herself well. In her operations, during the Spanish-American war in the waters of the West Indies her quality was demonstrated both in cruising and bombardment work. One has but to read the testimonials to her efficiency

published at the time in the Army and Navy Journal to understand the excellent record the vessel made in actual warfare. She used smokeless powder which the other warships did not have and her gun practice called out many compliments. This report on the New Orleans recalls the criticisms on the grim old Texas, who vindicated herself in the Santiago campaign and has demonstrated that she is not only a great fighting machine, but one of the best sea-going vessels in the navy.

To paraphrase Scott's lines on woman—  
 O warships, in our hours of peace,  
 We criticize thee without cease;  
 We find thee frail when tempests roar  
 Thy wreck we look for on the shore.  
 But when the nation's foes arise,  
 And toward thee turn our anxious eyes,  
 Ye plunge within the battle's blaze  
 And earn our everlasting praise.

The fact that the bottom of the New Orleans is of the sheathed type goes a long distance toward the sum total of the ship's efficiency, and it is assumed that this will be taken into consideration when the question of repairs and modifications comes before the Bureau of Construction and Repair.

#### OCEAN TRAMPS.

A tramp steamship is a merchant steam vessel that runs on no regular route, and is for the service of anybody who wants to pay her owner a reasonable sum to take a cargo to any port, remote or near.

Some of the old, slow, single-screw liners have degenerated into tramps, and even a few of the trans-Atlantic record holders of twenty years ago or less have gone cargo-seeking in many ports. That might have been the fate of the old *Gulon* steamship *Alaska* (which astonished the world in 1883 by covering the sea space between Queens-town and New York in six days and twenty-one hours), if she had not been a greedy coal consumer, and therefore too expensive for tramp service.

Above all things the tramp must be economic in the use of coal. As the *Alaska* was not to be a tramp, and was too old and comparatively too slow for a first-class liner, all that her owners could do was to sell her old junk, which they did last June. Previous to that she had been used for some time as a tenement in an English harbor.

The tramp tonnage runs into the millions, and over half of it is under the omnipresent red merchant ensign of Great Britain. More than three-quarters of the tramps are of British build. They fly the flag of all nations, but the flag does not always indicate the nationality of the owners of the ships. Many tramps over whose taffrails the Norwegian flag floats are owned by Americans, and some of the old sea nomads of British registry are the property of speculative Yankees.

Next in order of number to the British tramps are the Germans, with the Norwegians a close third. There are, comparatively, a small number of French, Russian, Italian, Austrian, Swedish, Spanish, Chinese and Japanese tramps.

There are other, but not many, tramps. The pioneer Yankee craft of this sort was launched only a year ago. She is the *Winifred*, and is now doing service as a coaster for the Morgan Line, plying between New York and New Orleans.

There are other, but not many, tramps, flying the Stars and Stripes. They are merely naturalized Americans, however. Some acquired American registry during the Spanish-American war, when they were purchased by the Government for use as transports. After the war they were sold, and their purchasers, being mostly Americans, put them under the ensign of Uncle Sam.

One effect of the acquirement by the United States of new territory in the West Indies and the Pacific, American steamship men confidently declare, will be the building of a large fleet of modern tramps, the keels of some of which are already laid.

REPUBLICAN PRIMARIES  
 TODAY FROM 3 TO 9 P. M.

## School Supplies!

PENCIL TABLETS,  
 WRITING TABLETS,  
 COMPOSITION and  
 STUDENTS' NOTEBOOKS,  
 SCHOLARS' COMPANIONS, or  
 PENCIL BOXES,  
 SLATES,  
 COPY BOOKS,  
 CHALK,  
 COLORED CRAYONS,  
 INKS,  
 ETC., ETC., ETC., besides  
 MILTON BRADLEY'S  
 KINDERGARTEN SUPPLIES.

## Thos. G. Thrum

525 FORT STREET.

## Tired Feelings

Due to Climate.

The weather is often very trying. The blood becomes filled with impurities and the nervous system is greatly weakened. One yawns in the morning just as tired as at night.  
 Mr. John Dryden of Coolgardie, W.A., sends with his portrait the following:



"I go about the country a great deal and have to encounter very trying weather. When my system is run down by the peculiar depressing climate of our country I always take

## AYER'S Sarsaparilla

It takes away my tired and depressed feelings at once and builds up my system in every way. As a blood purifier and nerve tonic I believe it to be the best medicine in the world."

To get the best results from Ayer's Sarsaparilla you should take Ayer's Pills also. They cure constipation, biliousness, sick headache, and dyspepsia.

Prepared by Dr. J. C. Ayer & Co., Lowell, Mass., U.S.A.

HOLLISTER DRUG CO., Agents.

## With the Change in Tariff

Comes a sweeping reduction in the price of all goods of American manufacture.

We have cut on every piece of jewelry and silverware in the house, and you will be surprised at the great difference from former prices. No fear of comparisons here, where quality and pattern are considerations.

What do you think of full-sized solid silver teaspoons being reduced to .00 a dozen, with engraving thrown in, and all articles of silverware reduced in like proportion.

These are by no means catch prices, but regular prices which will prevail here from now on, on all the different lines of goods from the States.

While reducing all our American goods we have not changed the prices on any of our European potteries, glass and chinaware, and although the present cost is forty per cent more than formerly, while our present very large stock lasts we will sell at the old rates. This is a very large saving to you, and we recommend that you make your purchases from these lines now, before an advance becomes necessary.

## H. F. WICHMAN,

FORT STREET.

## Removal Sale!

OUR ENTIRE STOCK OF JEWELRY, silver and silver plated ware, clocks, watches and spectacles, will be offered for the next thirty days at GREATLY REDUCED PRICES.

The Store we now occupy is to be rebuilt, so the stock must go.

Positively no goods charged during the sale.

All accounts must be closed up by the 10th of September.

MANUFACTURING and REPAIR departments going in full blast as usual.

## M. R. COUNTER.

LESSONS IN ART EMBROIDERY.

Given by Mrs. Alfred Willis in St. Andrew's Cathedral School-room on Mondays, Wednesdays and Fridays from 9:30 to 11:30 A. M. and at Iolani College on Mondays from 2 to 4 P. M.

## ARRIVE PER AUSTRALIA

The last invoice of

## European Goods

to be shipped to us Under the Old Tariff

among which comprises an enormous line of

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Cricketing Flannel

Bagatele Boards

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### NOTICE.

We buy and sell realty, act as appraisers, trustees, receivers and derwriters.

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The Standard Oil Co.

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The Alliance Assurance Co. of London.

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